
OLR Bill Analysis

HB 6394

AN ACT CONCERNING FARE INCREASES ON THE NEW HAVEN LINE, FEE INCREASES FOR THE REGISTRATION OF MOTOR VEHICLES AND THE ELIMINATION OF THE TRANSPORTATION STRATEGY BOARD.

SUMMARY:

This bill increases, from 1% to 1.25%, a fare increase scheduled to begin January 1, 2012 for trips on the New Haven line starting or ending in the state, and extends, by two years, the length of time that 1% annual fare increases will occur.

It eliminates the Transportation Strategy Board (TSB) but retains TSB projects and its project account. It requires that certain funds be credited to the Special Transportation Fund, raises a number of motor vehicle fees, and makes conforming changes.

EFFECTIVE DATE: July 1, 2011

§ 1 — NEW HAVEN LINE FARE INCREASES

This bill restructures scheduled fare increases for trips on the New Haven Line starting or ending in Connecticut. Under current law, the fare increases by 1% over the existing fare each January 1 from 2012 through 2016. The bill instead increases the fare by 1.25% for the calendar year starting January 1, 2012, and extends the annual 1% fare increase through 2018. It eliminates the New Haven Line revitalization account into which the revenue from the increases was to be deposited. The account is within the Special Transportation Fund (STF).

§§ 2-8 & 16-29 — TRANSPORTATION STRATEGY BOARD ELIMINATED

It eliminates the Transportation Strategy Board (TSB) and makes conforming changes but retains the board's projects account, which funds TSB projects, within the STF. It also retains the TSB projects

enumerated by law and the five Transportation Investment Areas (TIAs). It eliminates a requirement that the Office of Policy and Management secretary, when developing recommendations to delineate the boundaries of priority funding areas, consider, among other things, certain TSB principles.

Under current law, the state treasurer must transfer \$15,300,000 annually through FY 15 from the STF to the TSB projects account. Starting in FY 16 and each fiscal year thereafter, the treasurer must transfer \$300,000 from STF to the account. The bill instead requires the treasurer to annually transfer \$15 million from STF to the projects account from FY 12 through FY 15 and eliminates the transfers scheduled to start in FY 16.

§ 9 — SPECIAL TRANSPORTATION FUND

By law, certain revenue derived from motor vehicle receipts and other sources must be credited to the STF. The bill specifies, starting July 1, 2011, that this includes all money the law requires be credited to the STF from the petroleum products gross earnings sales tax. The bill also requires crediting to the STF (1) motor vehicle sales tax revenue; (2) funds the law requires be transferred to the STF from the General Fund; and (3) any other funds the law requires be deposited, transferred, or paid into the STF, other than the proceeds of bonds, other state securities, or federal grants.

§ 10-15 — CHANGES IN FEES AND FEE INCREASES

The bill requires the Department of Motor Vehicles (DMV) commissioner to charge a \$10 administrative fee, in addition to any other fee prescribed, for any motor vehicle transaction involving an electronic inspection of a manufacturer's vehicle identification number (VIN). Under current law, the commissioner must charge this administrative fee in addition to the fee to register certain vehicles, including those whose VINs have passed inspection.

It imposes a \$25 late fee for drivers who fail to renew a driver's license or commercial driver's license (CDL) on time. It increases various fees, including those for driver's licenses, CDLs, and motor

vehicle registrations, as follows:

<i>Fee</i>	<i>Statutory Citation</i>	<i>Current Law</i>	<i>Under the Bill</i>
Driver's License	§ 14-41 (b)	\$44 (4-year license) \$66 (6-year license) \$11 (per year, or part of a year)	\$48 (4-year license) \$72 (6-year license) \$12 (per year, or part of a year)
Driver's License (Late Fee)	§ 14-41 (c)	None	\$25
CDL	§ 14-44h (b)	\$15/year or part of a year	\$17.50/year or part of a year
CDL Late Fee	§ 14-44h (b)	None	\$25
Registration-Passenger Vehicle	§ 14-49 (a)	\$75 (biennial)	\$80 (biennial)
Registration-Passenger Vehicle, age 65 and over	§14-49 (a)	\$38/one year \$75/biennial	\$40/one year \$80/biennial
Registration – special number plates	§ 14-49 (a)	\$75/biennial	\$80/biennial
Registration-Motorcycle	§ 14-49 (b)	\$40/biennial \$56/with sidecar	\$42/biennial \$60/with sidecar
Registration-Taxi, Livery	§ 14-49 (c)	\$250/biennial	\$266/biennial
Registration-Motor Bus	§ 14-49 (d)	\$53	\$56
Registration – Multi-state motor buses	§ 14-49 (d)	\$39, in addition to \$1.25/hundredweight	\$42, in addition to \$1.25/hundred weight
Registration – Combination Passenger	§ 14-49 (e)	\$83/biennial	\$88/biennial
Registration – Type I School Bus	§ 14-49 (e)	\$100	\$107
Registration – Type II School Bus	§ 14-49 (e)	\$60	\$64
Registration – Passenger, combination plate, more than 10 passengers, or pick-up under 12,500 lbs not used for commercial purposes	§ 14-49 (e)	\$13/biennial in addition to fee charged for commercial registration under § 14-47	\$14/biennial in addition to fee charged for commercial registration under § 14-47
Registration – Electric motor vehicle	§ 14-49 (f)	\$18	\$19

Registration – Motorcycles owned by dealer	§ 14-49 (g)	\$35	\$37
Registration – minimum fee for commercial vehicle w/o pneumatic tires	§ 14-49 (h)	\$56	\$60
Transfer of registration	§ 14-49 (i)	\$20	\$21
Registration - Hearse	§ 14-49 (k)	\$35	\$37
Registration – Truck used within Industrial Plant	§ 14-49 (l)	\$28	\$30
Registration – Camping Trailer	§ 14-49 (m) (1)	\$18	\$19
Registration – Heavy Duty Trailer, Crane etc.	§ 14-49 (m) (2)	\$306	\$326
Temporary Registration, non-commercial	§ 14-49 (n)	\$20/10-day period	\$21/10-day period
Temporary Registration – Commercial Vehicle, less than 6,000 lbs.	§ 14-49 (n)	\$25/10-day period	\$27/10-day period
Temporary Registration – Commercial Vehicle, more than 6,000 lbs.	§ 14-49 (n)	\$46/10-day period	\$49/10-day period
Registration –Service Bus, transporting for free	§ 14-49 (p)	\$200/biennial (16 or fewer passengers) \$700/biennial (more than 16 passengers)	\$213/biennial (16 or fewer passengers) \$747/biennial (more than 16 passengers)
Registration – Service Buses, owned by nonprofit charitable org. used exclusively for org. purposes	§ 14-49 (p)	\$150/biennial (16 or fewer passengers) \$500/biennial (more than 16 passengers)	\$160/biennial (16 or fewer passengers) \$533/biennial (more than 16 passengers)
Registration – Farm vehicles	§ 14-49 (q)	\$28 /biennial	\$30/biennial
Special Number Plate Fee	§ 14-49 (s)	\$65	\$69
Registration - Camper	§ 14-49 (t)	\$70/biennial	\$75/biennial
Learner's Permit Renewal	§14- 49 (v)	\$18	\$19
Motorcycle Training	§ 14- 49 (v)	\$15	\$16

Permit Renewal			
Registration – High Mileage Vehicle	§ 14-49 (x)	\$44	\$47
Special Use Registration, less than 30 days	§ 14-49 (y)	\$20	\$21
Non-conforming vehicles*	§ 14-270 (d)	\$23/permit \$3 additional transmittal fee /permit	\$152.30/permit \$5 additional transmittal fee/permit
Commercial registration, tractor w/pneumatic tires	§ 14-47 (b)	\$44 minimum	\$47 minimum
Registration – artesian well drilling equipment	§ 14-47 (c)	\$46	\$49
Registration – vehicle w/wood saw or spraying rigs	§ 14-47 (d)	\$25	\$27
Registration – misc. commercial vehicles	§ 14-47(e)	\$56 minimum	\$60 minimum

*Under the bill, DMV must also charge an additional engineering fee for permits for non-conforming vehicles as follows:

1. \$50 for a single-unit vehicle;
2. \$100 for a vehicle (a) weighing 160,000 pounds or more, (b) 15 feet wide, (c) 15 feet high, or (d) 130 feet long; and
3. \$200 for vehicle combinations weighing at least 200,000 pounds.

It is not clear if the additional \$100 fee, as described in #2, above, is to be charged to vehicles that exceed the listed width, height, and length.

BACKGROUND

Transportation Strategy Board

The Transportation Strategy Board is a quasi-public agency within the Office of Policy and Management for administrative purposes only. Its members include representatives of the five state TIAs, various state

agency commissioners or their designees, and five private sector members with expertise in various areas. It was created in 2001 to propose a transportation strategy to the legislature for its approval. It submitted its initial strategy to the legislature in 2002, and must review and revise it every four years (CGS § 13b-57e).

COMMITTEE ACTION

Transportation Committee

Joint Favorable

Yea 30 Nay 6 (03/18/2011)